

PLEASANT HILL

PLANNING Pleasant Hill is one of three Comprehensive Plan (CSP) stations completed by BART in August 2002.

The CSP defines BART's short and long term improvement needs for the station itself. Access and internal station function were emphasized in this effort. The CSP focused a multi-departmental team on safety, vertical circulation, platform adequacy, queuing, and boundaries of the paid area, among other things.

The County Redevelopment Agency, together with BART, is currently involved in a planning process to improve pedestrian and bicycle access to the station by linking communities in concord through a new multi-use path. The study, funded by MTC Transportation for Livable Communities grant, is seeking to build consensus on the most appropriate alignment for a pedestrian path.

DEVELOPMENT A long and intensive process is leading to the introduction of a new transit community at this station. The Pleasant Hill BART Station Community Plan proposes five blocks of pedestrian-oriented streets that connect the station with surrounding neighborhoods. Proposed elements include residential units (rental and for sale), office, storefront retail, and public building space as well as connections to the Iron Horse Trail.

In August 2003, the BART Board authorized creation of a Joint Powers Authority between BART, Contra Costa County and the County's Redevelopment Agency. The JPA will be responsible for negotiating a long-term ground lease and development agreement with Millennium Partners to implement the charrette results. The BART Board also authorized both a long-term lease of all BART property and the sale of up to 2.5 acres for for-sale housing to the JPA at their August meeting.

ACCESS IMPROVEMENTS BART staff also completed installation of 241 additional new bike racks/lockers and a new bike facility is included in the design for the proposed station development project.

The removal of temporary parking spaces currently located on the Iron Horse Trail is scheduled to take place by the end of February 2004. As an interim action to enable the Iron Horse Trail parking to be removed before the spaces can be replaced in the project to be built by Millenium Partners on BART land, the County acquired property at the former Las Juntas Swim Club. Although the land was purchased for affordable housing, the County agreed to create a temporary surface parking lot to accommodate approximately 190 vehicles. In March 2003, the BART Board agreed to have BART maintain and operate the temporary parking lot.

The Livermore-Amador Valley Transit Authority (LAVTA) received funding through MTC's Regional Express Bus Program to provide additional peak-hour service from Pleasant Hill BART to the Dublin/Pleasanton BART station and the Hacienda Business Park. LAVTA is also proposing to provide Next-Bus, real-time bus arrival monitors, at this station.

Pleasant Hill is one of four stations in the Carpool Demonstration Program, where carpool and midday spaces were combined. New signs, a new permit system and marketing campaign also will be launched to increase use of carpool parking spaces. RIDES for Bay Area Commuters will assist in promoting this new program at a regional level. If the carpool parking spaces are not filled by 10am, then those spaces can be used by non-carpool drivers.

This station is slated for new, ADA-compliant platform edge tiles in 2004.

REINVESTMENT This station is scheduled to have the platform canopies re-roofed in 2005, as part of ongoing station renovation program activities.